## MARITIME PREPOSITIONING FORCE (FUTURE)

Seapower is a distinct asymmetric advantage of the United States. For Marines, that asymmetric advantage includes Joint Seabasing, which allows us to maximize forward presence and engagement while "stepping lightly" on local sensitivities, avoiding the unintended political, social, and economic disruptions that often result from a large American presence ashore. It allows us to conduct a broad range of operations in areas where access is challenged, without operational commanders being forced to immediately secure ports and airfields. Given diplomatic, geographic, and infrastructure constraints, Seabasing is absolutely critical to overcoming area denial and anti-access weapons in uncertain or openly hostile situations. Joint Seabasing is a national strategic imperative. Our control of the sea allows us to use it as a vast maneuver space—365 days a year.

The incorporation of the Maritime Prepositioning Force-Future (MPF(F)) Squadron into the existing MPF Program is an important enabler for seabasing and will build on the success of the legacy Maritime Prepositioning Force program. MPF(F) will provide support to a wide range of military operations with improved capabilities such as at-sea arrival and assembly, selective offload of specific mission sets, and long-term, sea-based sustainment. From the sea base, the squadron will be capable of prepositioning a single Marine Expeditionary Brigade's critical equipment and sustainment for delivery—without the need for established infrastructure ashore.

The MPF (F) is a scalable employment option that will provide Combatant/Joint Force Commanders a highly flexible, operational and logistics support capability that enables it to rapidly reinforce the Assault Echelon of an Amphibious Force. When operating in a threat environment, MPF (F) will be protected by other Naval, Joint, or Combined forces. MPF (F) will rapidly support the arrival and assembly of MAGTF units and associated Navy elements. It will also provide support for persistent operations through sustainment and replenishment, with the ability to rapidly reconstitute and redeploy prepositioned forces in support of follow-on missions.

A summary of MPF(F) squadron capabilities follows:

- Preposition the Baseline MEB, NSE, other Naval Support, Naval Mobile Construction. Battalion (NMCB), and headquarters element Naval Construction Regiment (NCR), consisting of vehicles, equipment, and supplies (minus aircraft)
- Provide accommodations for the Sea Base Echelon (SBE), NSE, other Naval Support personnel, Standing Detachments and ship's crew
- Rapid closure of the Baseline MEB to the Seabase
- Complete at sea arrival and assembly
- Employ one surface and one vertical BLT from the sea
- Accommodate Organizational (O) and selected Intermediate (I) level aviation
- Accommodate O and I level ground commodity maintenance
- Sustain the MEB forces ashore from the sea base and contribute to throughput and sustainment for additional Joint forces
- Accommodate and operate organic surface connectors to include O and selected I level maintenance

- Provide resuscitative medical care (Level II)
- Accommodate and operate organic surface connectors
- Conduct external operations through sea state 3/sea state 4 (threshold/objective (T/O)).
- Provide MEB level command and control capability.

The MPF(F) squadron will replace one of the current MPF squadrons, and within the Joint Capability Integration and Development System (JCIDS), will be procured incrementally consisting of the following types of ships:

- Increment One:
  - (3) New construction MLPs (Mobile Landing Platforms).
  - (3) New construction MPF (F) T-AKE (Auxiliary Cargo and Ammunition Ship) variants.
- Increment Two:
  - (2) New construction MPF(F) LHA(R) (Amphibious Assault Ship Replacement) variants.
  - (1) Legacy LHD (Amphibious Assault Ship Multipurpose) (not a procurement program).
- Increment Three:
  - (3) New construction MPF (F) LMSR (Large, Medium Speed Roll-on/Roll-off) (Modified T-AKR 300 or 310 Class) variants.
  - (2) Existing T-AK (Auxiliary Cargo Ship) Sealift Ships (not a procurement program).

The MPF(F) Capabilities Development Document (CDD) for increment one will go to the Joint Requirements Oversight Council (JROC) during the 2nd quarter fiscal year 2008, with a Mile-

## MPF(F) Squadron Composition

**2 T-LHA**
*New Build*

| | | | |
|---|---|---|---|
| Length: 844 ft | Beam: 106 ft | Draft: 28.2 ft | Displacement: 45K LT |
| Per Sqd: 2 | Speed: ~20 knots | | Range: ~9,500 nm |
| Crew: 285 | Stand Det: 23 | MAGTF: 1,490 | NSE: ~590 Berths: 3,052 |
| A/C Stow: 55 | A/C Op Spts: 9 | JP-5: 1.6 Mil gal | Water: 400K gal / 200K gal/day |
| SqFt: 11,600 | CuFt: 160,000 | | Well Deck: N/A |
| TEU: N/A | Med: 2 OR & 24 Beds 4 OR & 16/45 | | Stern Ramp: N/A |

**3 MLP**
*New Build / Design*
*Artist Rendition / Notional Configuration FLO / FLO Technology Focused*

| | | | |
|---|---|---|---|
| Length: TBD | Beam: TBD | Draft: TBD | Displacement: TBD |
| Per Sqd: 3 | Speed: ~20 knots | | Range: ~9,500 nm |
| Crew: 64 | Stand Det: 10 | MAGTF: 594 | NSE: ~128 Berths: 1,458 |
| A/C Stow: 0 | A/C Op Spts: 1 | JP-5: ~1.2 Mil gal | Water: ~168K gal / TBD gal/day |
| SqFt: ~11,253 | CuFt: ~935 | | Mission Deck: 6 (LCAC) |
| TEU: N/A | Med: Sick Call | | Stern Ramp: N/A |

**1 T-LHD**
*Legacy*

| | | | |
|---|---|---|---|
| Length: 844 ft | Beam: 106 ft | Draft: 27 ft | Displacement: 42K LT |
| Per Sqd: 1 | Speed: ~20 knots | | Range: ~9,500 nm |
| Crew: 285 | Stand Det: 23 | MAGTF: 1,656 | NSE: ~670 Berths: 2,946 |
| A/C Stow: 42 | A/C Op Spts: 9 | JP-5: 607K gal | Water: 400K gal / 200K gal/day |
| SqFt: 24,012 | CuFt: 145,000 | | Well Deck: 3 LCAC |
| TEU: N/A | Med: 6 OR & 60 Beds | | Stern Ramp: 72 ST |

**3 T-AKE**
*New Build / Modified Design*
*Artist Rendition / Notional Configuration*

| | | | |
|---|---|---|---|
| Length: 689 ft | Beam: 105 ft | Draft: 29 ft | Displacement: 39K LT |
| Per Sqd: 3 | Speed: ~20 knots | | Range: ~9,500 nm |
| Crew: 123 | Stand Det: 6 | MAGTF: ~10 | NSE: ~55 Berths: 197 |
| A/C Stow: 1 | A/C Op Spts: 1 | JP-5: 1.3 Mil gal | Water: 52.8K gal / 28K gal/day |
| SqFt: N/A | CuFt: 1,108,592 | | Well Deck: N/A |
| TEU: 61 | Med: Sick Call | | Stern Ramp: N/A |

**3 T-AKR**
*New Build / Modified Design*
*Artist Rendition / Notional Configuration*

| | | | |
|---|---|---|---|
| Length: 950 ft | Beam: 106 ft | Draft: 34 ft | Displacement: 55K LT |
| Per Sqd: 3 | Speed: ~20 knots | | Range: ~9,500 nm |
| Crew: 30 | Stand Det: 48 | MAGTF: 705 | NSE: ~62 Berths: 845 |
| A/C Stow: 0 | A/C Op Spts: 2/4 | JP-5: 380.4K gal | Water: 33.5K gal / 24K gal/day |
| SqFt: 260,799 | CuFt: 51,682 | | Well Deck: N/A |
| TEU: 45 | Med: 6 OR & 60 Beds | | Stern Ramp: 80 ST |

**2 Legacy**

| | | | |
|---|---|---|---|
| Length: 673 ft | Beam: 106 ft | Draft: 34.6 ft | Displacement: ~46K LT |
| Per Sqd: 2 | Speed: 17.7 knots | | Range: 12,900 nm |
| Crew: 30 | Stand Det: 16 | MAGTF: 71 | NSE: ~10 Berths: 127 |
| A/C Stow: 0 | A/C Op Spts: 1 | JP-5: 1.4 Mil gal | Water: 99K gal / 25K gal/day |
| SqFt: 152,185 | CuFt: N/A | | Well Deck: N/A |
| TEU: 546 | Med: Sick Call | | Stern Ramp: 62 ST |

stone B decision projected in 2010. The CDD for increment two is projected to begin staffing during fiscal year 2008.

As each ship of the MPF (F) squadron is delivered, it will incrementally transform one existing squadron from a "port to port" delivery capability to an increasingly selectively off loadable, "sea-based" capability. MPF (F) squadron Initial Operational Capability (IOC) will be considered achieved when the first big deck amphibious ship (LHA(R) or LHD), T-AKE, MLP and LMSR are delivered/provided, embarked with prepositioned assets and deployed, notionally in fiscal year 2017. This will provide the geographic combatant commanders with limited employment, sustainment, and reconstitution capability for a Marine Expeditionary Unit equivalent sized force. MPF (F) T-AKEs that are delivered prior to IOC will be used to provide a limited selective offload sustainment capability as elements of the MPF (F) squadron are delivered. Deployment of a complete MPF (F) squadron, the Full Operational Capability, is notionally planned for fiscal year 2022.